

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Dixie

other names/site number New Dixie

2. Location

street & number North Webster Park, 400 block of S. Dixie Dr.

N/A ☐ not for publication

city or town North Webster

N/A ☐ vicinity

state Indiana code IN county Kosciusko code 085 zip code 46555

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

☐ entered in the National Register.

☐ See continuation sheet

☐ determined eligible for the National Register.

☐ See continuation sheet

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:)

Dixie
Name of Property

Kosciusko County, IN
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-state
☐ public-Federal

Category of Property

(Check only one box)

- ☐ building(s)
☐ district
☐ site
☒ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: water-related
RECREATION AND CULTURE: outdoor recreation

Current Functions

(Enter categories from instructions)

TRANSPORTATION: water-related
RECREATION AND CULTURE: outdoor recreation

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER: stern wheel ship

Materials

(Enter categories from instructions)

foundation N/A
walls METAL: steel
WOOD
roof _____
other _____

Narrative Description

(Describe the historic and current condition of the property on one or more sheets.)

Dixie

Name of Property

Kosciusko County, IN

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for the National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☐ **B** removed from its original location.
- ☐ **C** a birthplace or grave.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property.
- ☐ **G** less than 50 years of age or achieved significant within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- ☐ preliminary determination if individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey

- ☐ recorded by Historic American Engineering Record

Areas of significance

(Enter categories from instructions)

ENTERTAINMENT/RECREATION

Period of Significance

1928 - 1959

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Barbour Metal Boat Works

Breeck, Joseph

Dixie
Name of Property

Kosciusko County, IN
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	6
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6	0	9	3	8	0
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4	5	7	5	2	3	0
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Zone Easting Northing

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Zone Easting Northing

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4

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☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Marsha Streby, Tom Plew, Dave Tranter, and Paul Diebold

organization Dixie Sternwheeler, Inc. date May 28, 2009

street & number c/o 8773 E. Wesley Lane telephone 260-213-1945

city or town North Webster state IN zip code 46555

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 Or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Dixie Sternwheeler, Inc. c/o Dave Tranter, Board Member and Captain of Dixie

street & number 8773 E. Wesley Lane telephone 260-213-1945

city or town North Webster state IN zip code 46555

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend listings. Response to this request is required to obtain a benefit in accordance to the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.)

Estimated Burden Statement: Public reporting burden for this is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding the burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Section number 7 Page 1

Dixie, Kosciusko County, IN

Section 7 – Description

Dixie is a steel-hulled, diesel-electric powered sternwheel passenger ship, designed specifically for travel on Lake Webster. The boat was intended for sightseeing tours and other pleasure excursions, and it still fulfils this role. The overall dimensions including paddlewheel are 76'3" long and 17'6" wide with a maximum loaded draft of 22". Gross tonnage displacement is 35 tons. The ship was built in late 1928 – early 1929, and modified substantially in 1950.

Lake Webster is a natural, 585 acre, forty-five foot deep lake in Kosciusko County, Indiana. This portion of north-central Indiana was heavily glaciated roughly 10,000 years ago. Subsequent recession of the glaciers over the millennia created a band of numerous lakes in Indiana from present-day Starke County vicinity east and north to the Michigan and Ohio borders and beyond. Northern Kosciusko County has by far the largest lakes in these counties, with Tippecanoe, Wawasee and Lake Webster lacing the area with thousands of acres of natural bodies of water.

Dixie's hull was laid down at Barbour Metal Boatworks, St. Louis, in late 1928. The hull is built of 3/16" galvanized steel plate supplied by Joseph T. Ryerson & Co., riveted to steel angle frames. The hull was built in four sections, delivered by rail to nearby Leesburg, IN, and then by flatbed truck to Webster, IN, where the owner and assistants hot-riveted the sections together. The hull configuration, if not materials, is patterned after those of 19th century American sternwheel river boats. The hull measures 65' long, 16' wide, and has a 3' depth of hold. The hull is flat-bottomed, has hard chines, a model bow (tapers to a point), and a square transom at the stern. The stern is raked up to the water line, allowing water to flow to the paddlewheel with less turbulence, improving reverse power, and permitting a sweep area for the balanced rudders. The hull remains original, but through the years, repair patches have been made below the waterline, including up to about 50% of the hull below the waterline. The hull is flat bottomed and strengthened by two keel steel angles that run the full length forward to aft as well as by 42 steel angle ribs. Many of the ribs are equipped with a solid steel cable (hog chain) and turnbuckle to keep the bottom flat. The gunnel rail is mostly original and is of wood. The ship has a cypress rub-rail at the water line, about 20% of this material dates from 1929.

Superstructure and Decks

The superstructure of *Dixie* is wooden and includes a Douglas Fir tongue and groove upper deck. The original point bow deck, visible in early photos, was enlarged to its current truncated

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Dixie, Kosciusko County, IN

configuration around 1950. The lower deck is also made from Douglas Fir. Lower seating is wood slat type, and runs longitudinally on both sides of the ship. The lower seating is not original but replicates the period seating shown in early pictures from 1929. The upper deck is supported by a series of White Oak posts bolted to the hull and upper support joists; the posts extend vertically through the upper deck, where the posts have spans of railings fastened between them that encircle that level. These posts and joists were replaced in late 2008. A series of wood weather flaps are attached by hinges at the top of each flap to the flank perimeter of the underside of the upper deck structure, allowing the lower level to be enclosed during cool weather. The flaps have plexiglas windows, and during normal operating conditions, the flaps are secured in the "up" position, folded inside the ship and up against the lower surface of the upper deck; therefore, they are not apparent in most photos of *Dixie*. A small concession compartment is located on the starboard side aft, immediately forward of the engine room. The engine room is enclosed for safety. Plexiglas windows allow for viewing of the apparatus. A marine toilet was added in 2007 with the holding tank situated in the engine room aft on the port side.

A stairway at the center of the foredeck provides access to the upper deck. Two open hatches (doorways) at each side of the stairway provide access to the lower deck. Portions of upper deck immediately above the doorway entrances were removed in 1981 and safety modifications made to give more head room when entering the lower deck. These modifications give the eyebrow appearance, which is peculiar to *Dixie*. In addition, a 36" high railing was added around the perimeter of the upper deck to replace the 26" high rail. The upper deck holds 26 slat type benches, each 6' long, for passenger seating.

Pilot House

The present pilot house dates from c.1950 and resembles the original 1929 pilot house. Later owner Earl Ungeright built the pilot house in c.1950 so that it was 15 feet forward of its original location. This provided better viewing of the bow for the skipper. Traditionally, riverboat pilot houses were located nearly at the center of the upper deck, since mechanical helm and power control linkages were most direct to the power plant and stern from that location. This inherent riverboat design problem sacrificed forward vision and safety for ease of operation. Since *Dixie* shared these design and mechanical considerations, her pilot house was originally more centered. But, the change from gasoline internal combustion to diesel-electric power meant that power control could be affected by wire. Since helm control is less critical on an open lake, the pilot house move helps negate this design flaw.

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Dixie, Kosciusko County, IN

The pilot house is wooden structure with low wood walls and vertical posts upholding the overhanging roof, which is flat, with a slight downward pitch to the aft. In plan, the pilot house has a semi-octagonal front, with wide window to the front and small vertical windows at the front corners. The low walls have finished wood on both interior and exterior; the resulting hollow space allows for vertical pocket windows to slide upward and lock into place if needed, or be stowed within the walls. The starboard side of the pilot house has a sliding door for access. A 1912 Aermore exhaust whistle is located on the pilot house roof along with a modern searchlight. A period pull chain type Lunkenheimer valve activates the whistle.

The interior of the pilot house includes the 1914 wooden wheel (used on the first *Dixie*). The traditional helm mechanism is like those of 19th century sternwheelers, even though power mechanisms would have been available in 1929. The wheel is connected to cables which run to tubes or sheaves from the pilot house to the stern, where long tiller arms move the twin rudders back and forth. The master control switch dates to c.1950, when later owners converted *Dixie's* drivetrain from gasoline engine to diesel-electric. The forward-reverse control actually pre-dates the ship; the owners salvaged it from an old interurban car and installed it in the 1950s. The control switch is essentially a 3-phase AC rheostat which governs the speed and direction of the large AC motor that turns the paddlewheel. The control switch provides 6 forward and 6 reverse speeds. All of the navigational light controls are in the pilothouse along with a modern marine radio.

Power Plant and Drive Train

Dixie is powered by a 15 hp 240 volt General Electric wound rotor motor connected with 10 vee bolts to a jackshaft and then to a 1 ¼ pitch chain and sprocket assembly to the 8' diameter paddle wheel.

Electricity comes from a Coleman 19KVA generator powered by a Kubota V1902 (36 hp) diesel engine. The electric motor predates 1950 and is controlled through a resistance bank and 6-position forward-reverse drum switch located in the pilothouse. 110-volt power is also available. All navigational lights, bilge pump, interior lighting and sound system powers comes from a 12 volt battery system located in the engine room, with the battery charger receiving power from the generator.

Two original steel I-beams that cantilever astern of the ship hold the paddlewheel. The beams are carried by 2 original hog chains (solid steel cables with turnbuckles) connected to the steel keel

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Dixie, Kosciusko County, IN

angles to which are fastened 2 hog trusses (vertical oak posts, perpendicular to the steel I-beams) rising above the upper deck. This assembly serves to support the cantilever of the large I-beams. The paddlewheel is 10' wide and 8' diameter and consists of a steel framework and has 12 White Oak blades (buckets). The paddlewheel was replaced in 2008 with a duplicate of the original.

Section 8 - Statement of Significance

Dixie is an integral part of a significant century-old Hoosier leisure trend, summer vacation at the lakes of north-central Indiana. Since the 1890s, middle class and wealthy Hoosiers came here to enjoy the outdoors and escape the city heat. *Dixie*, and others like her plying these lakes, offered amusement and community tradition to visitors and residents of Lake Webster. Built in 1929 with significant modifications in about 1950, *Dixie* is now the sole reminder of this traditional summer pastime. As such, *Dixie* meets Criterion A for its entertainment/recreational importance as well as for its embodiment of the social history of Indiana's lakes region.

Euro-American settlement in the northern third of Indiana lagged decades behind southern Indiana. Vincennes, the territorial capital, had roots dating back to the 1730s. Southern Indiana land sales offices had closed and Ohio River cities like Madison, Evansville, and Jeffersonville were thriving ports by the 1830s. Fort Wayne was the sole early post in Pre-Revolutionary northern Indiana; first the French built a series of fortifications in and around the area beginning in the 1720s. Finally, the U.S. dedicated a new Fort Wayne in 1794. The City of Fort Wayne traces its foundation to the American fort, and its plat of building lots dates to 1824. In contrast, other northern counties like Marshall and Kosciusko had just enough settlers to officially organize by the 1830s. Settlers and farmers spent years attempting to drain wetlands so that the land would be productive enough for agriculture.

Glacial activity in the region left not just the wetlands, but abundant natural lakes. Until the decade following the Civil War, residents derived little income from the lakes. Local residents enjoyed them, some fished them, but few travelers came from outside the immediate area to see them. Farming and simple trading towns characterized the landscape. The advent of rail travel slowly changed this. Indiana's first railroad, Madison to Indianapolis, opened in the 1840s. By 1854, Warsaw, the seat of Kosciusko County, had 1,000 residents and the Pittsburgh, Fort Wayne and Chicago Railroad had laid a line through the town. Warsaw had several foundries, sawmills, and other industries by the 1850s. Some of these were water-powered. Early settlers

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Dixie, Kosciusko County, IN

frequently tried to exploit the region's lakes as a power source for milling. The Baltimore & Ohio Railroad came through the northeast corner of Kosciusko County in 1873. Syracuse, on Syracuse Lake, was a stop on the line. Also, by the early 1900s, interurbans provided additional service to Warsaw and other points near the lake region of Kosciusko County. Liveryies provided the early link for those lakes not served more directly by rail lines.

Later still, rise of the affordable automobile and development of state roads in the early 1900s meant that the lakes were accessible at all times to the middle and upper classes. The lakes themselves offered the recreation: swimming, fishing, boating, or simply enjoying a quasi-rural lifestyle for a brief time. Beyond transportation, the general increase in Americans' leisure time no doubt played a great role in this Hoosier social trend. Over time, reductions in the work week and an increase in income drove the trend. During the Depression, for the fortunate, the standard five day work week became the norm, leaving enough time for affordable weekend excursions to the lakes.

As summer vacationers or sportsmen began to rediscover the lakes, hoteliers gradually established permanent quarters to meet the demand. As early as the 1830s, Syracuse had a hotel, likely due to its location between Fort Wayne and South Bend. Later, the rail line fueled its business, and by the late 19th century, tourists were filling it every summer. The Beyer family began development of present-day Winona Lake (now part of Warsaw) as a resort destination in 1886. Partners from Plymouth, Indiana established the vacation trend on Lake Maxinkuckee when they built a small clubhouse/hotel on the east shore of the lake in 1873. A few years later, the group built a small hotel on Maxinkuckee. By the early 1900s, larger hotels were catering to tourists. Thousands were vacationing at the lakes, swelling the population of villages and small towns. George Spink built a 130 room hotel and casino on Wawasee in 1925. Seven hotels once stood on Wawasee's shores, not to mention the hundreds of others that dotted the lakes in the region. They are but one testament to the enormous popularity of summer vacationing on the water.

Lake Wawasee had its first summer cottage in 1886, when the Lilly family, owners of to-be pharmaceutical giant Eli Lilly & Company, built on its shores. Owning a cottage on one of Indiana's lakes became fashionable for the wealthy. Wawasee in particular seemed to draw the Indianapolis business leaders and social elite – the Lillys, the Allison, James Whitcomb Riley, and others. The wealthy of Fort Wayne and South Bend also found solace here. Middle class families had more modest lake cottages, or joined the ranks of auto campers coming to the lakes.

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Dixie, Kosciusko County, IN

Each lake had its unique attractions. Maxinkuckee had its own chautauqua in the 1880s (converted to Culver Military Academy in 1894), a golf course (1906), as well as the Town of Culver with its theaters and attractions. Winona Lake established its Chautauqua-like Winona Assembly and Summer School Association in the 1890s, catering to families with a six week summer course, cottages, and leisure activities.

The Town of North Webster and Lake Webster developed tourist and vacation destinations in the same time frame. Camp meetings (revivals) started in Weimer Park in 1915. By the 1920s, the Methodist Church had established Epworth Forest, a summer meeting grounds on the north shore. R. R. Shoemaker platted a village called Webster here in 1837. Ephraim Muirhead had established a mill nearby just a few years prior, and most of the early settlers in the township clustered near Lake Webster (then called Boydston Lake). North Webster had a quiet role as the commercial center of the township in the years prior to the vacation era.

For the thousands who came to enjoy a taste of vacation, boating was a very popular pastime. For the wealthy, there were yacht clubs on most of the larger lakes, some starting as early as the 1880s or 90s. The lakes area even developed a shipbuilding tradition, with several firms taking advantage of the demand for sales and service. Lake Webster's unique niche lay in providing the boating experience for those who couldn't own or operate a vessel.

The first excursion boat on the lake was *Ethel H*, a steam-powered sidewheeler, believed to date from 1899-c.1908. The owners of the few powered boats in the area often moved them between various lakes. Joseph Breeck, an Ohio River captain, hoped to change things at Lake Webster, by building a ship that would be dedicated to plying that lake alone. Born in Mahle, Germany in 1863, Breeck emigrated to Pittsburgh with his parents in 1876. The family moved to Cincinnati and later Joseph became a blacksmith and captain in Lamb, Indiana. Breeck held a steamboat pilot license, and operated a ferry between Lamb and Carrollton, Kentucky.

Eliza (Plew), Breeck's wife, provided the link with Kosciusko County. Her parents lived in North Webster, so, the two were familiar with Lake Webster and no doubt saw the area's lakes develop into tourist attractions. In 1906, the Breecks bought a small island in the lake and built a summer cottage on it. The Breecks were used to the journey to North Webster. Early trips were by rail from Madison, Indiana to Leesburg in Kosciusko County, and by carriage or wagon the rest of the way. Joseph began work on a wood-hulled excursion boat, *City of Webster*, which he launched in 1908. *City of Webster* was a thirty foot long, gasoline engine powered sternwheeler. Breeck operated a blacksmith shop on board to serve lake residents, he also carried mail, sold

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groceries and delivered building supplies from the ship. In season, Breeck gave tourists a cruise around the lake. The Breecks continued to journey up to Kosciusko County each spring for the tourist season, returning to Lamb in the fall.

In 1914, Breeck replaced *City of Webster* with a larger vessel. Some sources claim that *City of Webster* capsized and sunk in the lake. The new ship would also have a wooden hull and sternwheel propulsion, but at sixty by fifteen feet, with double decks, it would be twice the size. The Breecks named her *Dixie*. This ship also served many roles, Breeck providing transport, blacksmithing, and a small grocery on board. The grocery was operated by the Phelps family, owners of the White Front Grocery, one of North Webster's pioneer-era businesses (the store downtown remained in the family until recently, the building still stands). Breeck earned his operating funds by serving campers and cottage renters, but his largest customer was Yellow Banks Resort Hotel. Several docks on the lake allowed Breeck to take on passengers at many points. The Breecks sought to create their own market for *Dixie*. In the mid-1920s, they bought 5 acres on the shore, built seven cottages, and opened the grounds up for auto campers.

Because Lake Webster often freezes over in winter, Breeck was forced to dry dock the ship by removing it each year. The alternately dry-wet and freeze-thaw conditions would have been hard on the wooden hull. In 1928, Breeck set into motion plans to replace *Dixie*. He traveled to St. Louis, and ordered a steel hull from Barbour Metal Boatworks. In early 1929, Barbour delivered the hull in four prefabricated sections by rail to Leesburg, Indiana. A flatbed truck delivered the pieces to Lake Webster, where Breeck hot-riveted the sections together. Doc Hamman, Bud Mock and Herbert Kuhn assisted Breeck in constructing the ship. Hamman owned cottages on the lake and the Mocks lived nearby.

For years, Breeck called the new steel ship and subject of this nomination *New Dixie*. Later, as memory of the wooden ship faded, it became simply *Dixie*. Breeck captained and owned the steel *Dixie* for eleven seasons. In 1939, the Breecks sold the ship and their camp to Jay Knapp and retired to Lamb, Indiana.

Dixie was a well-established tradition by the time the Breecks sold her. Subsequent owners continued to operate the ship, adding a few new features that became part the ship's legacy. Knapp ran *Dixie* on scheduled daily rides for first time and promoted the boat to lure more passengers. Jay Knapp also remodeled the cottages that Joe and Doc Hamman had built on the Breecks' camp, improved the grounds, and named the area Dixie Camp. Third owners Earl and Irene Ungericht added the air-compressor driven whistle to the pilot house early during their

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Dixie, Kosciusko County, IN

ownership (1949-1961). The skipper's sounding of the whistle has become a traditional greeting to shore ever since.

In 1954, Robert and Eve Huffman and their three children bought a property called Fisherman's Cove next to Dixie Camp and moved in. Robert's brother Ernest "Tag," a U.S. Navy serviceman, came to visit the family on leave in 1958. Tag enjoyed the area and was interested in buying a business on the lake. After talking with Ungeright, the captain took Tag on a one-hour cruise on *Dixie*. At the end of the brief outing, the two had a handshake agreement. Tag would apprentice for two seasons, then buy *Dixie* from Ungeright. Tag retired from the Navy and began his apprenticeship in 1960. During the transition, Ungeright kept the ship on a daily schedule that survives to the present day, with some modifications.

Ernest Huffman began two traditions on *Dixie*. One was to replace the old record player with a reel-to-reel tape player that could play music continuously. The record player was known for its skipping. One evening, on request of one of the crew, Huffman blinked the ship's lights while passing a lake cottage. The cottage owner flashed the porch lights in return. Blinking lights at shore and vice-versa has been a Lake Webster routine for forty years. The Huffman family continued to own and operate *Dixie* until 1980.

Later owners include Walter Nellessen, 1981 – 1987 and Greg VanPelt, 1987 – 1993. Dan Thystrup owned *Dixie* from 1993 to 2007. By 2007, the ship needed a number of safety repairs. A groundswell of support for *Dixie* generated a core of interested persons, who formed a non-profit group, Dixie Sternwheeler, Inc. Thystrup transferred ownership and operation of *Dixie* over to the non-profit group in 2008, the group then undertook the needed repairs to put the ship back in operation.

Dixie has had a role in other summer traditions in the Town of Lake Webster. In 1945, community leaders established the first Mermaid Festival, including a crowning of the Queen of the Lakes. Many festival goers still take a cruise on *Dixie*. United Methodist Choir School, a week long summer camp held at Epworth Forest, began an end of week program called Showboat in the 1950s. The Showboat musical was always held on *Dixie*, until 1964, by which time crowds and production needs called for a larger venue. The Choir School then moved the event to an amphitheater at Epworth Forest. *Dixie* continued to have a role. The Huffmans would pilot *Dixie* to Epworth Forest Landing, take on the entire cast of 200, and leave them at the amphitheater. The cast would perform the opening number as they disembarked. This tradition continued until 2005, when the Choir School moved to Anderson, Indiana.

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Dixie, Kosciusko County, IN

Local banker Homer Shoop founded the Palace of Sports and King of Sports Museum events in 1967. These attractions have no direct connection to *Dixie* but drew thousands to town in years past, many of whom enjoyed a ride on the ship. Members of the National Sportscasters and Sportswriters Association came to preside over the King of Sports crowning. In 1973, for example, 50,000 came to North Webster to see O.J. Simpson receive the award. Bruce Jenner, A.J. Foyt, and Larry Bird were also on hand. The event included a parade and awards dinner. Businesses in town converted their shops, using castle-like facades to create a "Camelot" appearance for the event. Shoop's tourist attraction ceased operations over twenty years ago, in the 1980s.

Today, tourism continues to be a major economic factor in this Indiana region. The area around Lake Webster is still home to eight Christian "Y" youth camps, rental cottages, cottage resorts, two motels, two bed-and-breakfast homes, ten marinas, a canvas boat cover manufacturer, boat dealership, five golf courses, restaurants, and numerous other businesses. Though the journey from Indiana's big cities is not as exotic as it once was, *Dixie* remains a constant reminder of one's Indiana's unique summer traditions.

Section 9 – Bibliography

Brubaker, Cynthia J. National Register of Historic Places Registration Form, "Winona Lake Historic District," listed, 12/10/93.

"The Dixie – A Northern Indiana Tradition." Anonymous manuscript, collection of Local History and Genealogy Center, North Webster Public Library.

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Section number 9&10 Page 10

Dixie, Kosciusko County, IN

Royse, L.W. *A Standard History of Kosciusko County, Indiana*. Chicago: Lewis Publishing Company, 1919.

Sullivan, Kip. *North Webster from Boydston's Mill to Camelot Square*. Leesburg, IN: Lakeland Publishing, 1977.

Taylor, Robert M. Jr., et al. *Indiana, A New Historical Guide*. Indianapolis: Indiana Historical Society, 1989.

Thayer, Laura. National Register of Historic Places Multiple Property Documentation Form, "Historic Resources of the Culver – Lake Maxinkuckee Area," accepted, 1/12/96.

Whitsel, Rebecca. "Gladys Culver Remembers the Yellow Bank Hotel, She Still Lives at Its Doorstep," *Mail-Journal (Kosciusko Co., IN)*, October 26, 2005.

S.P.E.C. (Senior Primelife Enrichment Center) / Reminiscences / Local Interviews
The following are a series of interviews and writings compiled in 2008 by the Local History and Genealogy Center, North Webster Community Public Library.

Rhodes, Norman "Dick". Written by Beth Smith, 2006.

Strombeck-Culver, Gladys. "Reminiscing from Yellow Banks" (hand written paper, c.2005).

Weimer-Bowen, Betty. Summaried by Beth Smith, 2006.

Section 10, Geographical Data, Verbal Boundary Description

The boundary is the vessel used at Lake Webster, Indiana known as *Dixie*, including its hull, decks, and any permanent fittings or operating parts or mechanisms of the ship.

Boundary Justification

This is the boundary of the nominated resource.

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Dixie, Kosciusko County, IN

Photographs

The following is the same for all images:

Name of Property: *Dixie*
County and State: Kosciusko County, Indiana
Photographer: Amy Walker
Date of Photograph: May 22, 2009
Location of Original Negs: Digital images on file with Indiana Division of Historic
Preservation and Archaeology

Photo number and Description

Note: since cardinal points are irrelevant to a ship, descriptions are oriented to port, starboard, aft/stern and bow/forward. Currently, *Dixie* is docked pointing west.

IN_KosciuskoCounty_Dixie_0001

Bow-on general view of ship, camera pointed aft.

IN_KosciuskoCounty_Dixie_0002

Starboard side of ship, general view, camera pointed port.

IN_KosciuskoCounty_Dixie_0003

¾ view of ship, starboard / stern visible, camera pointed port / forward.

IN_KosciuskoCounty_Dixie_0004

Port side of ship, general view, camera pointed starboard.

IN_KosciuskoCounty_Dixie_0005

¾ view of ship, bow / port side visible, camera pointed starboard / aft.

IN_KosciuskoCounty_Dixie_0006

Eyebrow structure on bow edge of upper deck, port edge, camera pointed aft, eyebrow structure allows passengers to board main deck with greater head clearance.

IN_KosciuskoCounty_Dixie_0007

View on main deck, camera facing forward toward bow.

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National Park Service

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Dixie, Kosciusko County, IN

IN_KosciuskoCounty_Dixie_0008

View on main deck, camera facing aft to stern, concession enclosure is to left, engine compartment is in center.

IN_KosciuskoCounty_Dixie_0009

View on top deck, camera facing forward to bow, pilot house in center.

IN_KosciuskoCounty_Dixie_0010

Inside pilot house, Voltage control lever, controls power/speed to electric motor, camera facing forward.

IN_KosciuskoCounty_Dixie_0011

Inside pilot house, electrical rheostat bank, regulates flow of current to motor, located under instrument dashboard and behind wheel, camera pointed forward.

IN_KosciuskoCounty_Dixie_0012

Inside engine compartment, Kubota diesel engine used to charge generator, camera pointed aft.

IN_KosciuskoCounty_Dixie_0013

Main circuit panel and gauges for Kubota diesel engine, located behind engine compartment, camera pointing forward.

IN_KosciuskoCounty_Dixie_0014

Below decks / hold, main flywheel, belts transmit power from electric motor, flywheel turns chains that drive paddlewheel, entire mechanism is along port side of rear hold / below decks area, camera pointed aft.

IN_KosciuskoCounty_Dixie_0015

Below decks / hold, electric motor power plant, located along port side of rear hold / below decks area, camera pointed aft.

IN_KosciuskoCounty_Dixie_0016

Below decks / hold, rudder control mechanism: horizontal board (tiller arm) at top of image is moved back and forth via cable, affecting rudder control. Steel angle framing is original hull support system. Camera is facing aft.



Dixie, Kosciusko County, IN

Above, photo 3, below, photo 5



Dixie, Kosciusko County, IN
Above, photo 7, below, photo 9.



Dixie, Kosciusko County, IN

Photo 14